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THIS IS UNEVALUATED INFORMATION

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1. The Locomotive Building Plant, or Plant No 183 (Parovoze-Straitselni Zavod, 111 Zavod No 183), was located in Patazki Rayon, a section on the southwestern outskirts of Kharkov [redacted] or location". It was under the jurisdiction of the People's Commissariat of Heavy Industry (Narodni Komissariat Chelzhi Promishlennosti), Locomotive Building Section (Otdel Parovoze-Straitselni). It also came under the jurisdiction of the People's Commissariat of Defense Industry (Narodni Komissariat Oboroni). This was the case as this plant, in fact, primarily manufactured tanks. New sections of the factory, which sections went into production in about 1934, manufactured the tanks. These tanks were T-34s and only about three were produced per day. Tank motors were obtained from the Kharkov Tractor Plant [redacted]. It was planned that the locomotive plant itself should at a later date be able to manufacture the motors, and perhaps it already did this as of 1941. However, I believe, that as of 1941, the factory could produce only some parts of the motors. Also, in about 1936, plans were received from the Germans for a large aircraft engine manufacturing plant, to be located on the same factory grounds. The Germans were supposed, later, also to provide the necessary machinery. By 1940, the buildings for this new plant - No 175 - were completed. However, on paper, both plants No 183 and No 175 were referred to as the Locomotive Building Plant. The Germans never delivered all of the promised machinery. Some machinery did arrive, but it was of such a nature as not to permit the new plant to begin production. In fact, the factory never did build aircraft engines, at least up to mid-1941. As regards locomotives, the factory produced perhaps one per year. During the period 1934-41, it also repaired a few old locomotives in the old buildings of the factory.
2. The factory occupied an area of about 12 square kilometers - three by four kilometers. About 50% was roofed over, which included storage space. There was a machine section, assembly section, foundry, wood and metal

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shops, electrical equipment shops, and the old sections for locomotive repair. Plant No 175 had three buildings of about five floors each, but they were not in use. [For information on water supply, fuel supply, source of power, and sources of supply of raw material, see par 5 and 7 of

3. All of the production of the plant was for use within the USSR. There were at least 16 thousand workers, and the plant worked three shifts, of eight hours each.

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